

ABSTRACT OF THE DISCLOSURE

A method of propulsion and attitude control in fluid environments is disclosed by examples of preferred embodiments of vehicles utilizing said methodology. The preferred embodiment of a vehicle utilizing said invention comprises at least one pair of left and right wing assemblies of an airfoil profile separated by a fuselage that combine to form a fluid dynamic body. Each wing assembly houses within its interior at least two longitudinally adjacent, counter-rotating drive-fans mounted on fixed approximately vertical axes that are capable of being powered by various means. Each wing assembly has operable interior and exterior venting means that control fluid flow to, from and between respective drive- fans. Each wing assembly has control surfaces at its trailing edge and is itself hinged to the fuselage with means to change the dihedral of the wing assembly. Each wing assembly has surfaces of designed permeability that create a dynamic laminar flow envelope about the vehicle. The fuselage comprises a forward cockpit/cabin area and a fluid channel located laterally between left and right wing assemblies with means to control flow between said wing assemblies. The preferred embodiment may be constructed to any scale while using various construction techniques common knowledge to marine and aircraft construction, as well as easily modified to suit role and performance.